MASSIVE ROAD PROGRAM TO STIMULATE
RESOURCE DEVELOPMENT IN CANADA'S NORTH

DEPARTMEMT OF INDIAN AFFAIRS AND
NORTHERN DEVELOPMENT

October 13, 1965

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Press Release Communiqué

CANADA

Department of Indian Affairs and Northern Development
Information Services
Telephone
992-3139 / 992-5663

Ministère des Affaires indiennes et du Nord canadien
Services d'information
Téléphone
992-3139 / 992-5663

1-65131

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MASSIVE ROAD PROGRAM TO STIMULATE RESOURCE DEVELOPMENT IN CANADA'S NORTH

A massive 10-year road building program in the Yukon and Northwest Territories was announced today by Northern Affairs Minister Arthur Laing.

The new program which has been under study for the past eighteen months, calls for an average expenditure of $10 million a year, double the annual roads investment in the previous 10-year period. It is the first phase of a long range 20-year northern roads network program to be carried out by the Department of Northern Affairs.

The road network, in areas covered by the 20-year plan, should bring all potential areas of resource development within 200 miles of the nearest permanent road. Mr. Laing, noting that the north is moving into a new era of search and exploration, said "adequate roads will provide the support needed to develop the resources of both the Yukon and the Northwest Territories. The program is of first importance for the Territories and for Canada as a whole".

A number of different types of roads will be included in the first 10-year program. It will include roads built to tap the rich resource potential of the Territories and the highways to provide communication between established communities. This will gradually reduce the north's dependence on seasonal transportation for bulk shipments, reduce the cost of holding large inventories and, as the program progresses, bring the cost of living more in line with that in other parts of Canada. An important benefit will be the improved access which the further substantial growth of the tourist industry in the north requires.

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An immediate result of the new program is the speed-up of construction on the highway to Fort Smith which will now be completed by late fall of 1966, a full year in advance of the original schedule. This 165 mile highway will join the existing Hay River Highway just south of Hay River.

In the Yukon, an area development road of about 127 miles is being constructed from Ross River to Carmacks and forms part of this program. This road is of special interest to tourists because it will provide a route from Watson Lake on the Alaska Highway to, and through, Carmacks, Dawson City, and onward to the Alaska border. Here it will connect with the State of Alaska Highway System.

Exploration spending by private industry is expected to increase as the basic road network becomes more extensive. Present exploration and development spending by private industry tops $25 million a year, of which 10 per cent is spent merely on gaining access to its properties.

This more extensive road network, combined with increased federal aid for certain types of access roads, will make it possible for private industry to spend more money on actual exploration work.

While there is at present a general "blue-print" of ultimate road network, each stage of the construction program will be decided upon following a review by a Roads Appraisal Committee on which will sit senior advisers in engineering, geology and economics.

The Committee will look to the north for views and advice from local business interests and organizations such as mining companies, Boards of Trade, Chambers of Commerce, tourist interests, and others who will be affected by the network of new roads.

oomen (99)2-3625

TYPES OF ROADS

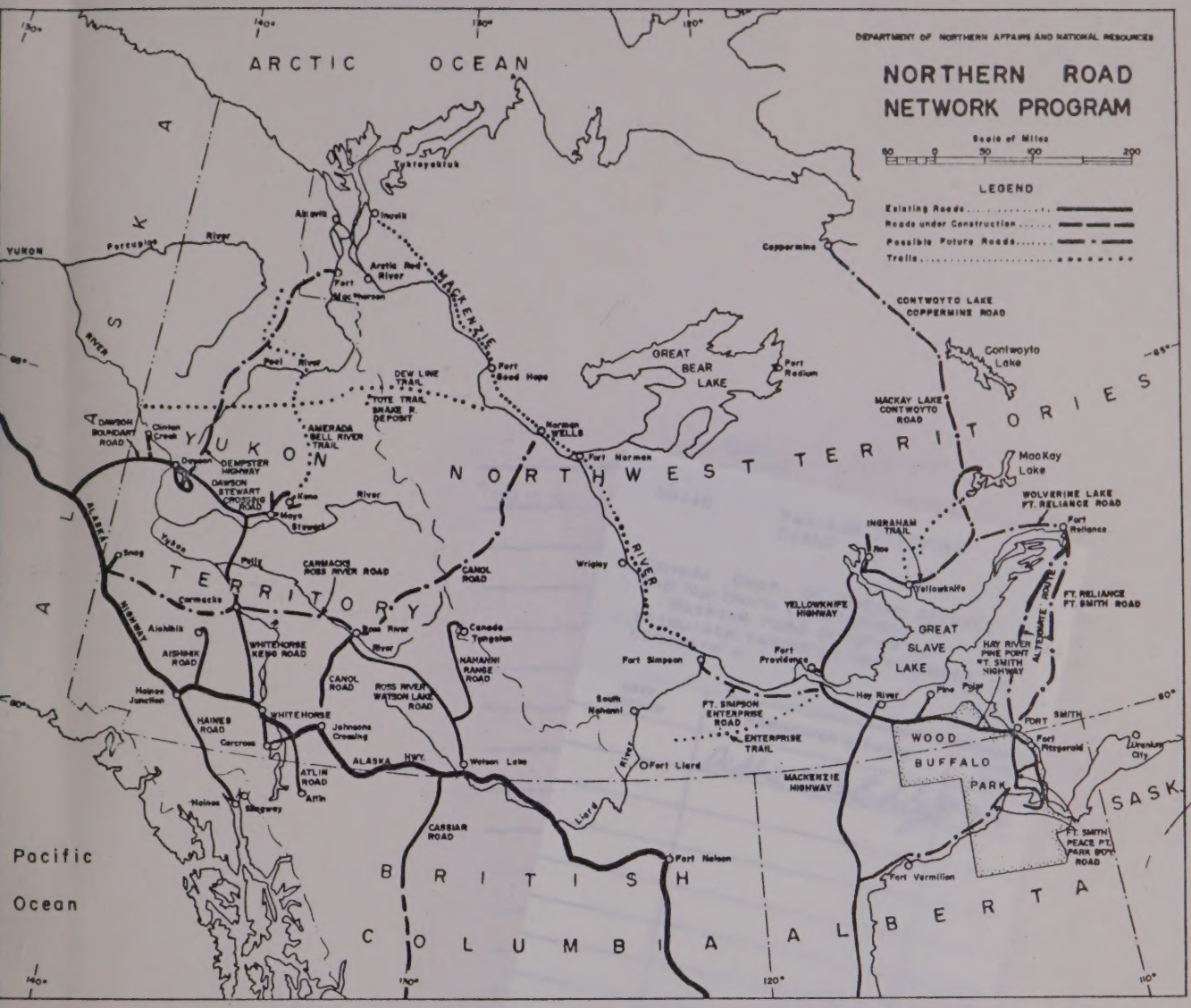
Permanent Access Roads - to lead from the nearest permanent road to a resource development about to produce. Federal assistance under the new program, may be up to two-third of the total cost for this type of road, and should not exceed 15 per cent actual capital invested by a company prior to commercial production or exploitation.

Communication and Network Roads - to provide connecting links between the Territories, the provinces, and population centres within the Territories. Construction and 85 per cent of maintenance costs will be paid by the Federal Government.

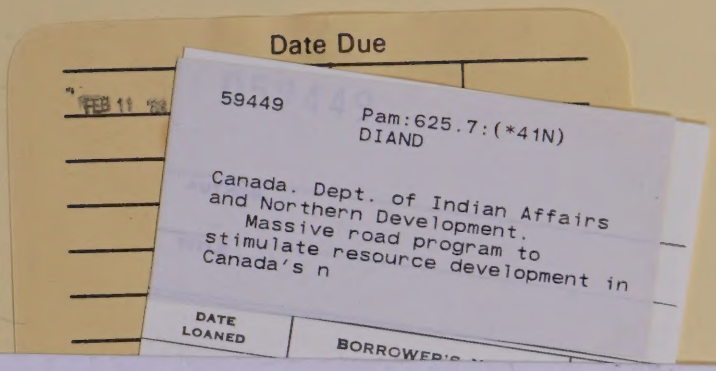
Area Development Roads - to lead into resource-potential areas, they are planned to fit in with an extend, the overall road network plan. The Federal government will bear the initial construction costs for this type of road, maintenance to be shared by the Federal and Territorial governments.

Initial Access Roads (tote trails) - low standard winter, or year-round roads to provide an established resource exploration or development project with access to a network road. Federal assistance here may be up as high as 50 per cent of the cost of the road, which is to be maintained by its primary user - the company concerned.

Roads to connect public airports (land or water) with the nearest network or local road are also part of the program. Here again, construction and 85 per cent of maintainance costs for these roads will be paid by the Federal government.


DEPARTMENT OF NORTHERN AFFAIRS AND NATIONAL RESOURCES
NORTHERN ROAD NETWORK PROGRAM
Scale of Miles
LEGEND
Existing Roads
Roads under Construction
Possible Future Roads
Trails
ARCTIC OCEAN
ALASKA
YUKON TERRITORY
NORTHWEST TERRITORIES
BRITISH COLUMBIA
ALBERTA
SASK.
Pacific Ocean
Tuktoyaktuk
Aklavik
Inuvik
Arctic Red River
Fort McPherson
MACKENZIE
Coppermine
CONTWOYTO LAKE COPPERMINE ROAD
Contwoyto Lake
MACKAY LAKE CONTWOYTO ROAD
MacKay Lake
WOLVERINE LAKE FT. RELIANCE ROAD
Fort Reliance
INGRAHAM TRAIL
Rae
Yellowknife
FT. RELIANCE FT. SMITH ROAD
ALTERNATE ROUTE
YELLOWKNIFE HIGHWAY
GREAT SLAVE LAKE
HAY RIVER PINE POINT FT. SMITH HIGHWAY
Pine Point
Hay River
FORT SMITH
Fort Fitzgerald
Uranium City
WOOD BUFFALO PARK
FT. SMITH PEACE PT. PARK ROAD
Fort Vermilion
MACKENZIE HIGHWAY
Fort Liard
Liard River
Fort Nelson
CASSIAR ROAD
Watson Lake
ALASKA HWY.
WHITEHORSE
Johnsons Crossing
ATLIN ROAD
Atlin
HAINES ROAD
Carcross
Haines Junction
Haines
Skagway
AISHIHIK ROAD
Aishihik
ALASKA HIGHWAY
Carmacks
CARMACKS ROSS RIVER ROAD
Pelly
Yukon
Stewart
Mayo
Keno
DAWSON STEWART CROSSING ROAD
DEMPSTER HIGHWAY
Dawson
Clinton Creek
DAWSON BOUNDARY ROAD
AMERADA BELL RIVER TRAIL
DEW LINE TRAIL
TOTE TRAIL SNAKE R. DEPOSIT
Fort Good Hope
Norman WELLS
Fort Norman
GREAT BEAR LAKE
Fort Radium
Wrigley
CANOL ROAD
Canada Tungsten
NAHANNI RANGE ROAD
ROSS RIVER WATSON LAKE ROAD
CANOL ROAD
WHITEHORSE KEENO ROAD
Ross River
Porcupine River
Peel River
Arctic Red River
Keno River
Stewart River
Yukon River
Liard River
Fort Simpson
Fort Providence
South Nahanni River
FT. SIMPSON ENTERPRISE ROAD
ENTERPRISE TRAIL

NORTHERN ROAD
NETWORK PROGRAM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